311 The extensive system of lakes articulated with Tai Lake is by no means
●226 lost to agriculture, since most of these bodies of water are shallow
244 enough to permit widespread aquiculture of water chestnuts and lotus (whose roots form an important part of the local diet), as well as supporting a considerable fishing industry on both an exploitative and a farming basis.[2]

311 Cultivation within the triangle is at least as intensive as in any
241 other part of the world. The growing season allows only one crop of rice, but winter crops of wheat and rape seed harvested in May occupy the rice fields after they are drained following the rice harvest in September-October. Cotton is planted in dry fields at the same time as rice in early May. Broad beans are usually intercultivated with the cotton. West and northwest from Soochow as far as the northern tip of Tai Lake as much as 20 per cent of the cultivated area is devoted to mulberry, but even here rice is dominant, and over the triangle as a whole occupies about 75 per cent of the total crop acreage. Vegetables are grown in small plots by nearly every farmer, and within a day's boat travel of Shanghai (approximately 30 miles) they rank third (after rice and cotton) in total acreage.[3]

241 Intensive cultivation is decreed by the dense population characteristically associated with deltas in east Asia (the fertile triangle is one of the primary density areas of China), and made possible by the natural fertility of the soil and the ready availability of water. Common usage in the area of the triangle calls for the bodily exchange of soil once in every three years between rice paddies and

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to depending on them at the specific points for which they are cited below. They would include C. C. Chang, Agricultural Statistics (1930), and *China's Food Problem* (1931), Chiang I-shih, Production of Various Cereals (1947), Chao Lien-fang, The Problem of Rice Production (1947) — including estimates from the early 1930's of the amount of cultivated land in rice, by provinces — Chiang Hsüeh-chai, A New Estimate of the Supply and Demand (1936), Feng Hu-fa, Source Materials (1935), Kuo Ming-hsüeh, Chinese Agricultural Resources (1948), Shen Tsung-han, Chinese Food Problems (1947), and *The Agricultural Resources of China* (1951), and T'ang Chi-yu, *An Economic Study of Chinese Agriculture* (1924) — including figures as of 1920 for rice production and cultivated land in the seven leading rice provinces. Wang P'ei-hsün, The Volume of China's Food Imports and Exports (1947), is a brief general discussion of China's foreign trade in food commodities as an introduction to selected statistics from individual ports.

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the province where arid north China fairly begins, and where water transport facilities are limited. Eggs also come to Shanghai from places up the Yangtze valley as far as Hankow, transported in bamboo crates holding from 500 to 1000 eggs and carried entirely by water. 40 per cent breakage in transport is given as an average figure.[39] This apparently does not make the longer hauls uneconomic, and implies that cheap transportation is an important factor.

Fish, however, after cereals and vegetables, is the most important protein-supplier in the city's diet, and Shanghai handles one third of the fish and marine products marketed in China annually for which there are market records. Seasonal variations in the catch and lack of adequate cold storage facilities make for violent fluctuations in the price of sea fish, in the case of one common species from a yearly low of CNC$3 per *shih* (200 pounds) to a yearly high of CNC$50 per *shih*. A good catch is often disastrous to the fishermen because it depresses the Shanghai price below cost, since in the absence of cold storage the fish must be sold within a few days.[40]

Shanghai's fishing fleet in the 1930's was about two-thirds sailing junks and one-third steam trawlers, both of which packed their catch at sea in iced barrels. In summer, spring, and autumn the packing preserved the fish for only about two days in this climate, and a premium was put on quick marketing. The fishing boats were allowed only a limited amount of salt for preserving, in order to prevent smuggling abuses. The main fishing grounds off the coast of central China are approximately fifty miles to the seaward of the Chusan Islands, or about 140 miles from Shanghai, a good two days' run for the junks and not much less than that for the trawlers. The catches are of course not all made in one day, so that fish arriving in Shanghai might be as much as four or five days old and in a questionable state of preservation.[41] Small fast power boats from Shanghai met the fishing fleet at the fishing grounds when the catches were good and rushed the fish to market in the city, but this stratagem greatly increased the cost and did not remove the need for making an immediate sale.[42] Dried and salted fish comes to Shanghai mainly from small villages and islands along the coast of northern Kiangsu and southern Shantung, where it is pre-

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served, packed in barrels, and shipped to Shanghai by junk, but this supply also is irregular and its price fluctuates widely.[43]

The supply and price of fresh-water fish are much steadier. The catch from the lakes, canals, and rivers of the delta comes in alive in specially constructed boats with built-in wells floored with grating through which the water can circulate freely. The fish are fed en route with powdered egg yolk, and the average journey from source to Shanghai is about three days, or approximately 100 miles. These boats are built for the Shanghai trade, since fish do not travel alive for such relatively long distances to any other market. The boats avoid the lower reaches of Soochow Creek in approaching the city because they fear that its polluted water will harm or kill the fish.[44] Several alternate routes are available. Fish are also transported alive to Shanghai in tanks from places along the Yangtze as far as Wuhu, Hukow, and Kiukiang, the water being changed several times a day en route.[45] Although no complete figures exist, it is estimated that the supply of fresh-water fish and its sale in Shanghai are much greater than of sea fish.[46] This fact is certainly related to the ease of live shipment by water, which maintains a steady supply at a relatively constant cost.

Of the higher unit-value food items discussed above, only fruit and cured hams travel long distances independently of waterways. The extension of the egg supply area to as far as Hankow would seem to be related to the water connections between it and Shanghai. In the case of fish, although Shanghai is an ocean port near the main fishing grounds of the central China coast and served by a large commercial fleet, the city's fish market is dominated by a supply whose freshness, cheapness, and abundance at all seasons is the direct result of inland water transport.

Local Rice Surpluses, and the Future

There remain two principal unsolved problems. The first is accounting for a rice surplus in the densely settled delta where so many large cities compete for the food produced on these tiny farms by traditional farming methods. Only indirect explanations can be suggested, but it should be remembered that the Yangtze delta is by no means unique in this respect. The three great rice-exporting